

BUS & COACH BUYER

19 JULY 1991 | ISSUE 114

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Seats 48 Price £80,000
- 1988** DAF 2300/Duple 340, WC,
TV/Video, Radio/PA
Seats 53 Price £62,500
- 1988** Duple 425, Db/Glaz, Telma,
Econocruise, WC, Kitchen
Seats 53 Price £69,000
- 1988** Bedford/Duple, Radio/PA
Seats 57 Price £50,000
- 1987** DAF/Caetano 11.6, Radio/PA
Seats 53 Price £65,000
- 1985** Neoplan/Skyliner, TV/Video,
WC, Kitchen
Seats 77 Price £68,000

Setras

- 1989** S 215 HRI (Rational),
WC/Kitchen, Retarder,
ABS, Many extras (warranty)
Seats 49/53 Price £109,000
- 1989** S 210 H (Real), WC/Kitchen,
Retarder, ABS, Many extras
Seats 28 Price £78,000
- 1988** S 215 HRI (Rational),
WC/Kitchen, Retarder, ABS
Seats 49/53 Price £92,000
- 1983** S 215 HD (Optimal),
WC/Kitchen, Driver's bunk
TV/Video, Retarder, Many
extras (warranty)
Seats 49 Price £59,000
- 1983** S 215 H (Optimal),
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Retarder, Many extras
(warranty)
Seats 49 Price £47,500

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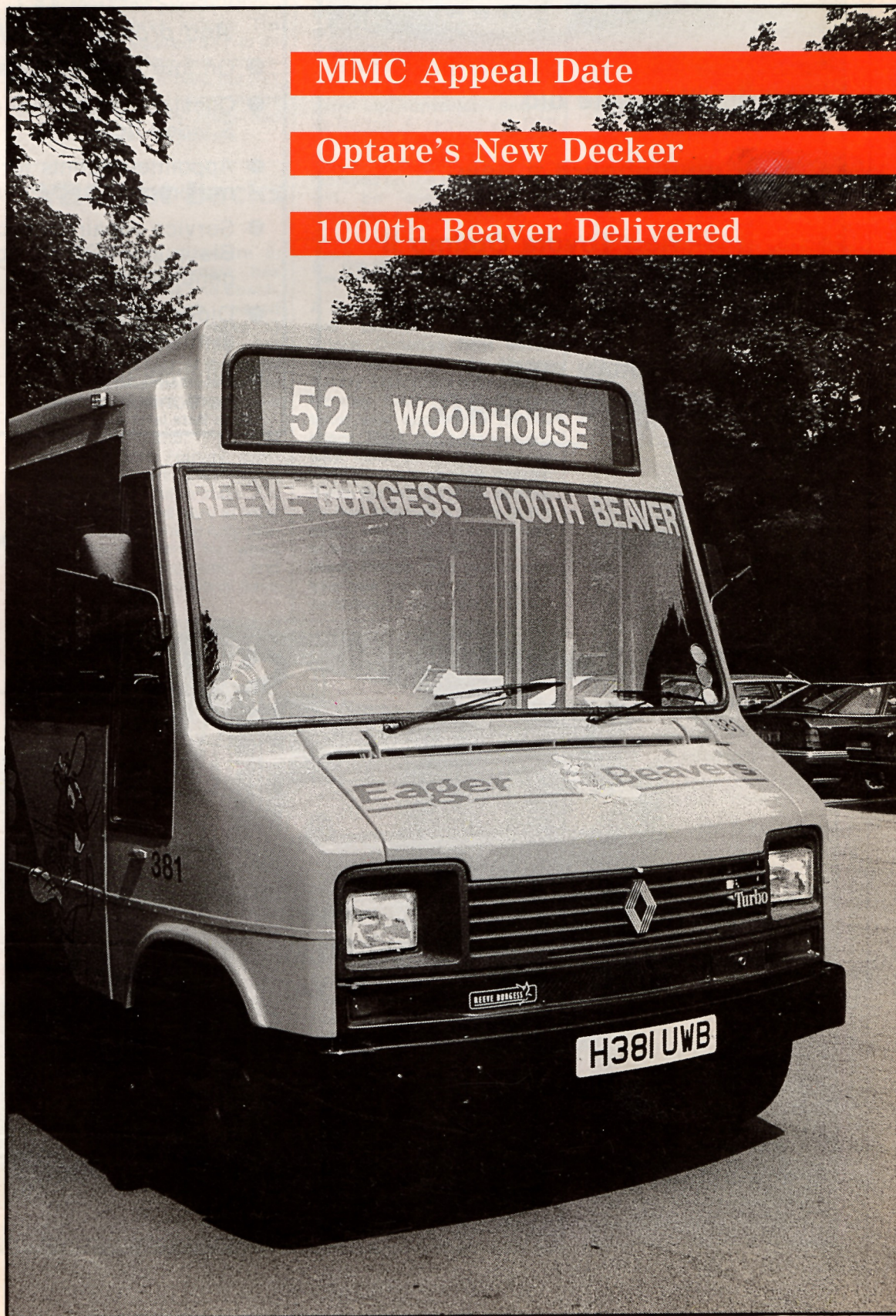
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MMC Appeal Date

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News

LRT Report

London Regional Transport's annual report for 1990/91 records a year of record investment despite the effects of the recession. London Buses' mileage operated figure was up from 93 to 95.7 per cent, service quality improved and unit costs per mile fell by 3 per cent compared with 1989/90.

London Buses runs 495 of London's 590 routes including 58% of the 201 tendered services which make up to 34% of the total LT bus network. Contracts for tendered routes worth £52 million were awarded during the year with four operators new to LRT services winning 10 new routes.

Excluding tendered services London Buses ran 162 million bus miles, covering 1,942 passenger miles with 872 million passenger journeys. Of the 5,433 LB buses run from 53 garages, 3,979 were double deckers, 304 were single deckers and 889 were mini or midi-buses, the remainder being either trainers or vehicles awaiting disposal. Of 19,803 staff, 13,834 were drivers or conductors, 3,012 were garage or engineering staff, 1,462 were traffic staff and 1,495 were business administration employees.

Copies of the report were available at £2.50, or £3.00 by post from the LT Travel Shop, St Jame's Park Station, London SW11 0BD.

MMC appeal date

The dates for the High Court hearing of the Monopolies and Mergers Commissions' appeal against Mr Justice Otton's decision in favour of South Yorkshire Transport have been set for November 6-8 1991. The appeal will be heard by three judges. The MMC had required SYT to divest itself of four bus companies acquired in 1989, but SYT sought a judicial review on the grounds that the MMC had acted outside its powers.

YBC cut backs

The continuing downturn in the economic climate has forced Yeates Bus and Coach, the Loughborough based coach dealers, to make 13 staff redundant. The job losses effect four of the sales team and nine members of the after market staff. This leaves YBC with a total staff of 69.

Director and general manager, Tony Harvey, commented, 'It is with great regret that we have had to make this move. We looked hard at what needed to be done to fully prepare the company for when the market improves and some difficult decisions have had to be made.'

Skills fire

A fire at the Nottingham premises of Skills Coaches destroyed two vehicles and seriously damaged part of the central maintenance bays. Skills praised the quick response of the fire services who had the fire extinguished within 20 minutes of its discovery at 10.15 on the evening on Wednesday, 10 July.

The vehicles lost were a two year old Mercedes 811D Scott panel van conversion and an ex-Barton A registered DAF MB Plaxton Paramount 3200. Skills have other workshops facilities on the site and these will be used while the damaged area is repaired.

Charity win

A team of six drivers, fitters and partners from Black Prince Coaches beat seven other teams to win Morley Rotary Club's 'It's a Knockout' fun day. Each member of the team was sponsored for the event. Their prize for winning was £300 to donate to the NSPCC, their chosen charity. It was the first time the company had entered a team in the event which is held annually at schools in the Morley area. Black Prince also provided a free bus service to transport participants between events.



New single deck deliveries

Two recent single deck bus deliveries featuring unusual



vehicles are a brace of Ikarus single deck service buses to Smiths of Shennington and a Renault PR100 to Hornsby of Scunthorpe. The Ikarus buses are based on DAF SB220 chassis, similar to their Optare Deltas already in service around Birmingham in 'Your Bus' livery. They were supplied by Hughes DAF. The Renault PR100 was bodied by Northern Counties and used as their own demonstrator before being acquired by Hornsby.



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Editorial director: Stuart Jones; publishing director: Steve Cole; sales director: Joy Osborne; classified telephone sales: Lorne Kirkwood, Amanda Ward; staff writer: Martin Cole; production and administration executive: Sandy Brooks.

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Vehicle Preview

OPTARE-DB250

Preview of the new double decker

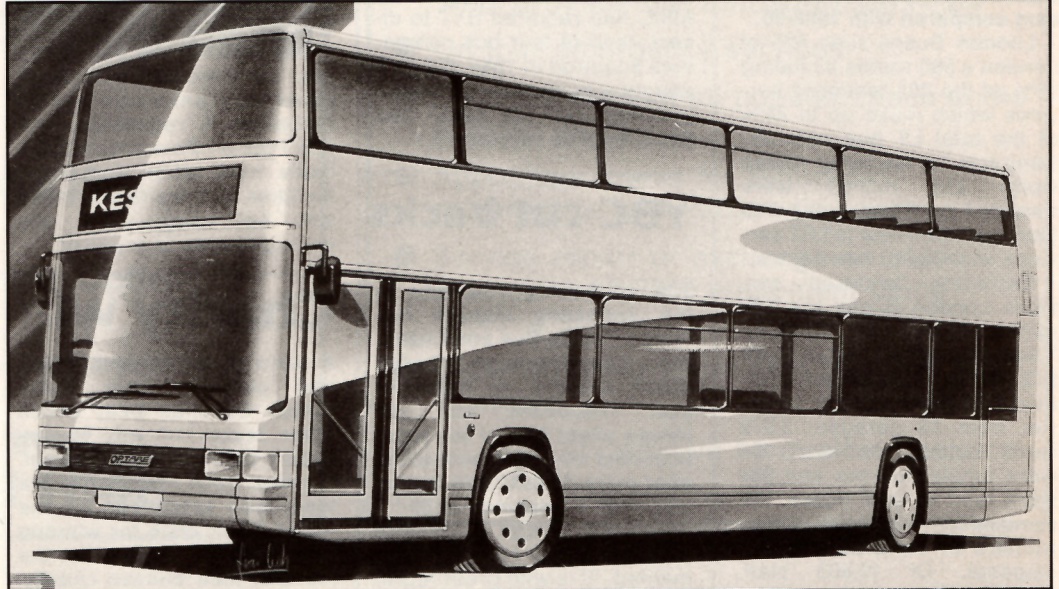
Details have been released about DAF and Optare's long awaited double decker. Embued with all the style operators have come to expect from Optare's Alusuisse based designs, the new double decker is designed to offer a modern alternative to traditional deckers and give both manufacturers a more complete range sharing common features. The project remains without a name at present, although this will be revealed when the bus is publicly unveiled at the Coach & Bus 91 exhibition.

Launching a new double decker with the market conditions as they are may seem imprudent but managing director Russell Richardson is confident the design will prove popular. He claims to have already sold some of the initial batch of 11 vehicles straight from the drawing board. Though reluctant to reveal the names of the purchasers at this stage, he confirmed that all details will be released at the official launch.

The project has been completed in conjunction with DAF Bus and based on experience of the MCW Metrobus, the rights to which were acquired by Optare two years ago. This has culminated in the development of the DAF DB250 chassis to form the underframe of the new bus.

Essentially, the DB250 is an SB220 front section which is attached to a much modified and improved MCW style rear suspension and transmission layout. The layout offers a high degree of parts commonality with SB220s but none with MCW. Its construction features a completely electrically welded chassis with no bolted sections. Transmission has been designed to offer a straight line drive between the gearbox and rear axle and will be available in three options combined with the single DAF 200 Kw (270 bhp) engine.

An 'H' section frame is built into the rear axle section of



An artist's impression of the new DB250 based Optare double decker which is designed to resemble its stable companions yet provide a practical and timeless styling.

the chassis to provide mounting rigidity for the air bellows and shock absorbers. Extensive use of CAD technology determined the engine, transmission and suspension could be mounted on only five points. This limits the transmission of noise and vibration into the passenger compartments and greatly speeds maintenance procedures. All essential service items mounted on the engine can be accessed by removing the rear panel, again reducing service downtime.

For urban operation a ZF 4HP500 automatic gearbox is recommended, giving a top speed of 50 mph and inter-urban usage can be enhanced with a ZF 5HP500 five speed unit for a top speed of just over 60 mph. Intercity and higher speed variants capable of 70 mph will be fitted with a Voith D854.2 gearbox and also incorporate ABS braking. Both ZF units feature the EST 18 shift point control and all options will feature a 'neutral at stand-still' to save on fuel consumption.

Step and floor heights are low, in common with the SB220 Delta with all compo-

nentry mounted below chassis crossmembers and a floor pan to help gain valuable headroom for the lower saloon. Low profile 275/70 tyres are used to keep steps as low as possible and to allow smaller wheelarches to be incorporated. Another benefit of smaller wheelarches is the extra room available to provide an exceptionally wide entrance in the 2.5 metre front overhang. The rear overhang is shorter than the front, at 2.41 metres and the total length is a fraction under 10.0 metres at 9.96m, with a wheelbase of 5.50 metres and width

of 2.20 metres. A turning circle of 15 metres has also been achieved.

The drive axle chosen for the DB250 is the GKN D66 UB 1G with eccentric differential. For severe conditions GKN G series hub gear can be specified. Provision has been made on the chassis to add a third axle, should it be required, with a view to supplying specialist operations and Hong Kong outlets. Front axle is standard SB220 and is rated at 6500 Kg. For driver comfort, an adjustable steering column is a standard fitting. It is pneumatically controlled and can



The rear window is deleted from the lower saloon in favour of a bulkhead to further reduce internal noise levels and provide more advertising space.

Vehicle Preview

only be adjusted while the bus is at rest. Instruments and fascia are from the DAF 95 truck range and were chosen for their clarity and easy-to-read layout.

Bodywork of the new vehicle bears a strong family resemblance to the other members of the Optare range. The panels are all externally removable and there are no protruding rivets or strap fixtures. Alusuisse techniques are employed in the basic construction to offer a simple repair system. Many parts are interchangeable with Delta and Vecta models which reduces the requirement for extensive stocking. There is no rear window on the lower saloon which maximises external advertising space for the operator and allows Optare to use it as a bulkhead to further reduce internal noise levels.

Two body heights are available to prospective purchasers, standard is 14 feet two inches and a lowheight variant will measure 13 feet 8 inches. Dual door versions are also on offer and deep side windows

with tints are standard. All models will be fitted with a basic DiPTAC specification kit and Optare are claiming more generous saloon height and seat pitch than their competitors. Basic configuration is 31 seats on the lower deck and 47 above.

The package will be supported by Leyland DAF's service centre at Chorley and through DAF-Aid's national scheme. Reliability is expected to be good following extensive testing and computer analysis of the drive train. Although the 270 bhp engine seems somewhat excessive, it is predicted by computer that this will offer the best power to weight performance, fuel economy, lowest exhaust emissions and because it won't be working too hard - excellent longevity prospects.

Introducing the new vehicle, Russell Richardson said, 'We have no hesitation in launching this model at this time. The market has shrunk from 2000 units annually to around 800 and we will be aiming at a 25% share of it. That amounts

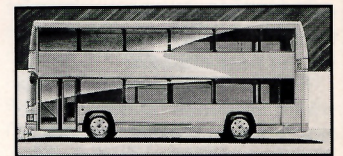
to 180 to 200 vehicles that are designed specifically to fulfill transport requirements for the 1990s. They are built from the experience and success gained with the MCW Metrobus and use the same basic layout. They offer high reliability and economy coupled with low maintenance, use common SB220 chassis components, are environmentally friendly, attractively designed and offer maximum capacity all at a competitive cost. Flexibility is gained through the three speed options and two height variations.'

The DB250 will only be available, initially, direct from Optare who will market the package with their usual leasing or finance facilities. However, the chassis will certainly be available to other United Bus partners and eventually through dealers Hughes DAF. This will inevitably open up the options on bodywork from other sources but will have given Optare a useful headway into the marketplace.

Also speaking at the launch was Ad Knobbe, project

manager for DAF Bus, who gave details of the project development from customer surveys on fact and perception through to the analysing and comparison of MCW design, including how the appropriate ideas were adopted or developed.

Optare are currently enjoying full order books and its 270 staff are working overtime. The first batch of DB250 double deckers will be ready to enter service during the back-end of 1991, the same time as the first Vectas are scheduled for delivery. Production of the Vecta has not yet begun as the chassis have only just arrived at the Leeds factory. Production will begin after work resumes following the annual company holiday in August.



Plastic skirt surrounds are designed to reduce impact damage.

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East Lancashire Coachbuilders Bodies for all

Murphy's broom lasted him all his working life, though it had 37 heads and 26 handles in that time. East Lancashire Coachbuilders believe a similar principle can be applied to buses, at least until the economic and operating climate improves. To this end they have developed some attractive packages for extending the lives of existing vehicles to supplement their traditional business of bodying on new chassis.

Part of the Drawlane group which includes Midland Red North, North Western, Midland Fox and London & Country, not to mention a new link with National Express, East Lancs is well placed to understand the investment restraints that most bus companies are facing. Traditionally a company that concentrated on supplying municipal operations, it has widened its customer base of late to build an increasing number of orders for independents and former NBC companies. The Drawlane link helps, but will this year only account for around 20% of the company's output of slightly over 100 units.

As the customer base broadens, so is the product base. East Lancs has always built limited numbers of single



EL2000 on Tiger and Dart chassis outside the Blackburn factory.

deckers and even turned out a few midibuses when that boom was in progress, but the backbone of the operation has always stayed firmly with double deckers. Today double deckers remain important but the management recognise that many of their existing customers are looking for alternatives.

The factory in Blackburn is not a huge or especially imposing building, in fact it must be one of the smallest bus body building plants in the country, but a trip around it earlier this month revealed an astonishing variety of different body types being constructed,

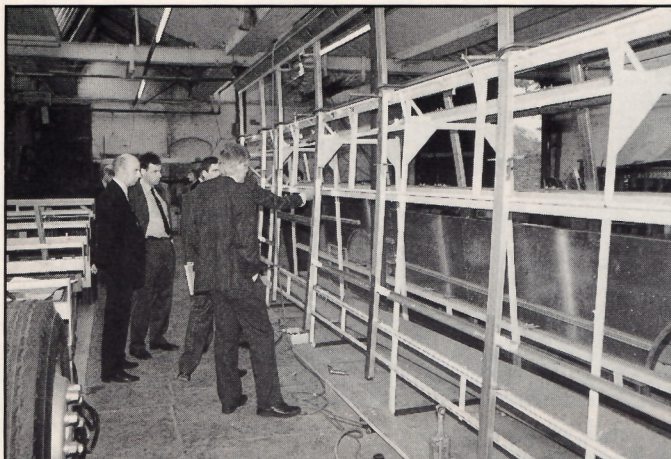
on an even wider selection of chassis. Put simply, East Lancs will build you anything you want - they have a range of standard designs but are quite happy to vary them in whatever details you require to produce exactly what the customer wants.

Just going in to production were five new Volvo B10Ms which are to be fitted with single deck bus bodies for Blackburn. Just completed at the other end of the factory was the last of a batch of new Dennis Dominator double deckers for Bournemouth with very attractive yellow and blue co-ordinated interiors. Nearing completion were two 11.8 metre double deck Volvo coaches for Plymouth. These

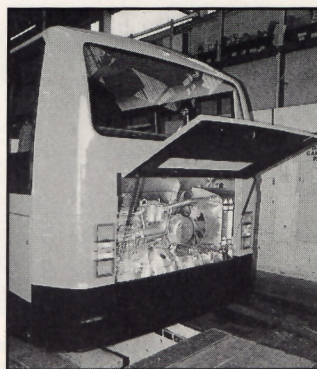
were all new bodies being mounted on new chassis but, as was evident in the plant, rebodging is now just as important to East Lancs and looks likely to remain so for some time.

The company's standard single deck bus body style is the EL2000 which has been supplied new on Dennis Falcon, Volvo B10M, Dennis Dart and (I believe) Leyland Tiger chassis. In production were examples of the same body on refurbished Volvo B58, Volvo B10M, Leyland Tiger and most surprisingly, Leyland Atlantean chassis. The B58 is for Black Prince of Morley and will have 49 dual purpose seats, a boot and full DIPTAC features, the B10Ms are a batch of three with fire damaged bodies being rebodied for Buffalo of Flitwick, Midland Red North are in the process of rebodging a number of formerly Berkhof bodied coaches with bus bodywork and the Atlanteans are part of a batch of ten ordered by Southampton. The Atlantean AN68s were new in 1973 with East Lancs double deck bodies which have been removed to make way for new 9.8 metre bodies with a capacity of 36 seated and 18 standing passengers plus a luggage pen. Equipped with Purmo heating, the body cost is around the £35,000 mark. The seating is limited on the Atlantean by the low cab floor, though the higher floor cab layout would enable the capacity to be increased to 47 seats with the rearmost ones over the engine.

I've talked about rebodied chassis but perhaps the most exciting new development on display was not a chassised vehicle at all, but an integral. As previewed on last week's news pages, East Lancs have taken the rebodging concept a stage further and given the trusty Leyland National radical but comprehensive treatment that should see examples running well into

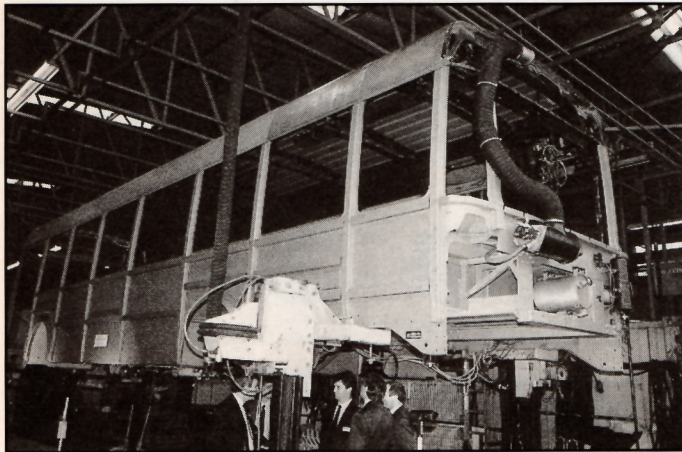


Since Drawlane acquired East Lancs the company has installed new jigs and a new paint spraying facility at the Blackburn factory.



The rear of the EL2000 design is reminiscent of Van Hool practice.

Manufacturer Focus



A complete National Greenway structure after modification.

the next century.

Called the National Greenway because of the projects 'green' connotations and links with London & Country's Greenway depot which assisted in the project, the vehicle takes as its basis an old Leyland National, currently available from most scrapyards with a blown up 510 engine for not very much at all. To prove it didn't matter how old the National was, project leader Chris Clark took the 50th built (of over 7,000) and completely stripped it down to check the structural integrity. The fact that the only structural areas with any corrosion were the wheelarches gave him a lot of confidence.

In designing this born again National, the intention was to provide the operator with a vehicle which; he understood and knew he could rely on, with all of its faults taken out, with 1990s looks and passenger appeal and at least a 12 year life span. On top of this the whole package costs around half the price of a brand new single deck bus.

It is not possible to list all the engineering work undertaken within this article but I will try to cover the main points. Basically, everything that caused headaches on the original design has been looked at and re-engineered to overcome the problem. In doing so the aim has been to de-complexify wherever possible. An example is the air induction system which now has a 710 cfm unit ducted into the engine from the roof which should overcome the National's record for bad air induction. In addition to the new solutions, every modification recommended by Leyland over the years is incorpo-

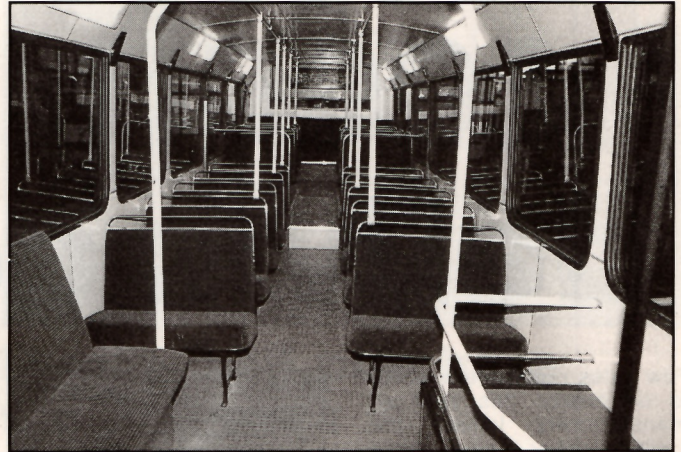
rated. Although the original epoxy anti corrosion process has proved remarkably efficient, everything receives an additional coating of Mia-guard, which was chosen in preference to Mebon because it is harder.

The stripped vehicle has the stressed outer body panels removed and new stressed panels fitted on the inside of the frame, enabling the vehicle to be skinned in aluminium in the EL2000 style. Those points that are known to be prone to cracking, such as those at the bottom of some windows, have flitch plates fitted. New stressed panels are fitted at the front of the vehicle which becomes even stiffer than the original design. The prototype vehicle is fitted with flat interchangeable screens to overcome wiper and glare problems but operators who prefer them can specify BET or National screens. They can also retain the existing National front panel if they prefer it to the EL2000. The destination box has been designed to take any type of system including the digital computerised options.

Mechanically everything is stripped off with the air valves, air bags and top plates all being replaced. Throughout



Who ever imagined a 1973 Atlantean looking like this?



The bright interior and DiPTAC features of the new National Greenway.

the vehicle the hoses are replaced with silicone items were necessary, with all hydraulic and flexible air hoses also being replaced. New brake chambers, new bushes, reconditioned brake rams, new A-frame bushes, and a reworked differential and propshaft - the treatment is comprehensive.

Perhaps the biggest drawback on the National was the headless wonder, the Leyland 510 engine which was originally going to be very reliable and so cheap that you'd be able to throw it away when it went wrong. To be fair it worked well in trucks, but it didn't like the environment at the back of a busy city bus. To overcome this the full East Lancs package includes the fitting of a new Gardner 6HLXB 180 bhp engine to the latest green specification, or if you want to use it for dual purpose duties you could go right over the top with a 6HLXCT.

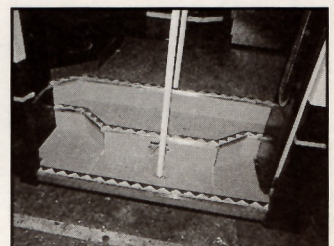
East Lancs have decided to standardise on the wide band pneumocyclic gearbox to overcome the problems associated with the hydracyclic system. Chris Clark is confident that this will not be a source of problems because of the wide band coupled with the fact that the Gardner has a reputation for being soft on gearboxes. The pneumocyclic is also only around £700 to re-work compared with around £2,000 for the hydracyclic. The existing propshaft is retained so the gearbox can still be dropped out with ease. Fuel consumption figures of around 12 mpg were mooted but would obviously depend on the type of operation.

Naturally the saloon has been fully updated and with the panelling changes has

fractionally more interior width. Built to DiPTAC standards, the entrance now features a two part step. The interior is bright with new moquette on the seats and the lighting repositioned to the sides of the vehicles to help reduce glare.

As a total package your existing National can be turned into a Greenway with all the features mentioned and quite a few more for £44,000. East Lancs are even looking into the possibility of obtaining new registrations for the vehicles. If an operator wants any part of the package, from a new engine installed to just the front and rear panels replacing, East Lancs are happy to quote for the job.

East Lancs see the emphasis on rebodysing as something that will both save operators money and give manufacturers a survival package for the next two to three years. It expects vehicle life from its rebodied products to be in excess of 12 years, giving operators what they need at a price they can afford. Joint managing directors Philip Hilton and George Alcock summed it up by saying, 'Our business is making buses to suit customers. We can alter any aspect of a design.'



The National Greenway has a two step entrance.

Fleet Additions

1000th Beaver delivered to SYT

Few sales records are going to be broken this year as manufacturers lament the limited number of new vehicle sales. Against this background the latest midibus delivery to South Yorkshire Transport is all the more remarkable, for it is the 1000th Reeve Burgess Beaver body to be supplied since the design was introduced in 1986. The 1000th vehicle is part of a batch of 39 Renault S56s with 23 seat Beaver bodies which take the total number of Reeve Burgess minibuses in service with SYT to 220, more than any other operator.

To celebrate the milestone Reeve Burgess directors David Quainton and Harry Reeve entertained SYT chairman and managing director Peter Sephton, SYT senior management, SYPTA officers and a number of staff from the Eager Beavers unit which will operate the new buses, to dinner at Aston Hall near Sheffield. Also present was Mrs Pauline Hird who works at Sheffield University and last week became the 15 millionth passenger to use the Eager



Harry Reeve, sales director of Reeve Burgess handing over the 1000th Beaver to Peter Sephton of South Yorkshire.

Beaver 52 service. She was presented with flowers and a year's free travel on SYT buses.

Adaptability has been one of the reasons behind the Beaver's success. The basic steel structure was designed to be suitable for bus, coach or welfare use and has proved popular in all three guises. It first appeared in coach form

late in 1986 and the bus version followed in August 1987. In recent years many fleets have standardised on the Beaver for their needs in the 23 to 33 seat range with the result that SBG, municipal, PTC, former NBC and independent fleets throughout Scotland and Wales run large numbers of the type on Renault/Dodge, Mercedes Benz and Iveco Ford chassis.

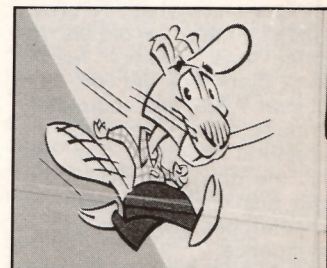
Reeve Burgess managing director David Quainton commented, 'The Beaver has consistently been a best seller and Reeve Burgess is the first UK manufacturer to build 1,000 midibus bodies to the same basic design, a considerable achievement in the present market conditions. There is no compromise in the Beaver design. The standard frame fits all leading chassis and was designed to be easily adaptable for different roles.'

Allaying fears that Reeve Burgess's move from Pilsley to Scarborough spelled the end of the range, David Quainton stressed that the product would go on. Emphasising the point he claimed that two



SYT operate well over 200 Beavers.

thirds of the Scarborough shop was currently taken up with Reeve Burgess products.



SYT's Eager Beaver logo.

For SYT, Peter Sephton said, 'The key to the success of our midibus operations has been attention to quality. We provide high service frequencies, attractive fares, carefully selected drivers and high quality drivers.' He underlined the importance of high frequency services saying that they attracted 20 to 25% more passengers and added, 'High frequency services are good for our competitive edge, we get less competition on frequent routes.' For the future the company has plans for introducing real time information on board buses.

Commenting on the Beaver Peter Sephton said, 'The Reeve Burgess Beavers on Renault S56 chassis have proved popular with passengers and drivers and have stood up well to heavy use on arduous cross-city services.'

The 1000th Reeve Burgess Beaver, one of SYT's latest batch of 39 vehicles.



Fleet Additions



Twin Toyotas

Flights Coaches of Birmingham have taken delivery of a pair of Toyota Optimo IIs from Yeates Bus & Coach. Both vehicles are equipped with 19 seats, soft trim and radio/PA/cassette systems. Geoff and Ken Flight are photographed here with their new vehicles and YBC's Tony Harvey.



Duple-DAF purchase for Jacksons

Jacksons Coaches of Blackpool have purchased two Duple 320 SL plus bodied DAF SB2300 DHTDs from Hughes DAF. They are equipped with 57 reclining seats, courier seats, carpets, curtains, radio/PA systems, heated mirrors and full soft trim.



More Caetano's for Jeffs

A pair of Caetano Optimo IIs have been purchased by Marchwood Motorways of Totton, Southampton. Both are to GL specification, one fitted with 21 seats and the other 18 seats with a large boot. Shared features include power plug doors, tinted bonded side windows, full draw curtains, forced air ventilation, individual reading lights, radio/PA/cassette systems and full soft trim including gangway carpets. They were supplied by Salvador Caetano UK.



Kingsferry 0303s with distinctive front panels

The KingsFerry have now taken delivery of their second batch of three Mercedes Benz 0303 RHDs with Plaxton Paramount 3500 coachwork. They are a mixture of three and four star specification coaches equipped with 49 reclining seats, toilet/washroom facilities and TV/video installations. They are used extensively on commuter services into London and were supplied by Plaxton Retail Sales.



Colin Hoskins Minicoaches of Rastington, near Stonehouse, took delivery of this Ford Transit based vehicle earlier this year. It was converted by Dormobile and features 16 low back seats with PVC covering. Used extensively on works contracts, the Transit has a 2.5 litre diesel engine and four speed manual gearbox with overdrive facility. Livery is green and white and the vehicle was supplied by Peter Ling of Kenn Garage, Clevedon.



DAF replaces Godson's Tiger

Godsons Coaches of Leeds have recently taken delivery of this DAF MB230LB from Hughes DAF. It has Plaxton Paramount 3500 coachwork to three star specification which includes 53 reclining seats, courier seat and full draw curtains. Additionally it is fitted with a hot water boiler. The coach replaces an older Paramount on a Leyland Tiger in Godson's fleet of nine coaches.

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114/703/AE

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£6,500 + VAT

1979 V registration BEDFORD YLQ DOMINANT II

MoT Nov 91, 45 seats, autolube, Bristol Dome.

£6,500 + VAT

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114/598/BED

1983 BEDFORD YNT DUPLÉ

Choice of Two

53 seats, MoT Feb '92 & Dec '91. Good clean condition and in daily use.

£13,250

+ VAT ovno

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114/802/BED

BEDFORD YMT PLAXTON SUPREME IV EXPRESS 1980, 53 seater, recent engine replacement, MoT May 1992, £7,000 ono. Tel: (0293) 546219 (Sussex).

114/595/BED

1978 BEDFORD PJK, 29 seater Duplé, tested Jan '92. £1,200. Tel: 0773 605761.

114/233/BED

BOVA



1984 BOVA FUTURA

49 reclining seats, centre sunken toilet, radio, PA, TV/video, double glazing, tea/coffee machine.

£41,000 + VAT

0692 406020

114/260/BV

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114/593/BV

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114/8886/BED

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114/289/BED

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114/210/BED

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114/244/BED

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METROLINER 1985

71 seats, 3 TVs/videos, tables on lower deck, toilet & drinks machine, engine reconditioned, new MoT.

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For Quick Sale • P/X considered

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Semi-automatic, good condition throughout, excellent running order, ideal for school contracts

A bargain at £2,500 ovno

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51 seater, Executive with toilet, video, coffee machine

£62,000 ono

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114/237/DA

1984 DAF BOVA Calypso

53 executive seats, SDE, curtains, excellent condition, radio/PA, power door, MoT May 1992, low kms, two-tone blue exterior.

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114/583/DA

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1988 DUPLÉ 425/CUMMINS, 53 recl, bunk, video, toilet, coffee, fridge, double glazing **£59,000 + VAT**

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All available with some work. Part exchange considered

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114/257/DU

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25 seater bus, tacho, boot, one international company owner since new, 42,000 kms, full service history, Class 5 MoT until August 1991, body built to PSV standard, immaculate condition

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114/254/FO

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114/803/FO

1980 FORD DOMINANT II. MoT 6.1.92, TAXED, side lockers, red interior, daily use. £6,500 + VAT. Tel: 0934 833177

114/245/FO

FORD

S Reg R SERIES FORD, 53 seat.....£4,000

R Reg R SERIES FORD, 45 seat, full ticket£3,500

R Reg A SERIES, 25 seat Minibus.....£2,500

Tel: (0773) 874560

114/251/FO

1985 B REG FORD PARAMOUNT, 53, MoT April '92, p/door, radio, curtains, limiter. £25,000 ono. For sale before August, beat dealers. P/X. Northampton (0604) 763388.

114/292/FO

DOMINANT II, V REG, 53 seats, Telma, side lockers, clean, tidy and straight. In daily use. Available August. **Best sensible offer.** Tel: (0767) 682634. P/X considered.

114/291/FO

FORD PLAXTON SUPREME EXPRESS 1978, tested July 1992, Telma, excellent condition, very little used over last 3 years. £4,500 ono. Tel: 0773 872229 or 0246 862024.

114/547/FO

FORD R1114 PLAXTON SUPREME IV, 53 seater, 1981, recent engine overhaul, MoT November 1991, tinted windows, curtains. £7,000 ono. Tel: (0293) 546219 (Sussex).

114/594/FO

LEYLAND

1989 (F) LEYLAND SWIFT EXECUTIVE

MoT March '92 Cummins engine, 24/33 reclining seats and courier seat, 20 seats around tables. Full spec including kitchen with microwave, double fridge, coffee machine, video player, TV, radio, PA, with fax and telephone facilities. Full catering equipment available, crockery, linen, etc.

£40,000

Finance available to established operators

Tel: 0255 503864

114/230/LE

LEYLAND LEOPARD S Reg 1977, Dominant, 51 seats, semi-automatic, air door, MoT expires Jan '92, average condition. £4,200 + VAT. Telephone 0264 772307.

114/241/LE

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FREIGHT ROVER, Coach Built, 20 high back moquette seats, power door, diesel, first reg August 1989£15,950
CAETANO VIANA, 19 hi-back moquette seats, large boot, blue ext, blue int. First reg. Sept 86. Annual Aug 1991£15,750
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114/574/MB

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114/259/MB

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114/272/MB

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114/596/ME

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87 E TALBOT DIESEL Trixle Pullman 22 seater bus, power door, test February '92£11,950

1985/86 C Reg FORD TRANSIT 2.5 DIESEL Dormobile type, 16 seater + standees buses, power door, current test certificate, newly painted white£5,950

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114/283/MB

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114/597/MB

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1984 FORD TRANSIT. LWB, 12 moquette seats, diesel overdrive, soft trim interior, Bristol dome, MoT 5.1.92£3,450 + VAT ono.

BOTH VEHICLES are in good, clean condition and ready for work. Maintenance records and a pit inspection are available.

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114/240/MB

1986 IVECO ELME, 16 seater Mini-coach, brown high back seats, yellow/orange/brown exterior, recon engine recently fitted, radio, MoT May 8th, '92. £7,500 + VAT. Smiths, Buntingford. (0763) 71516.

114/253/MB

BEDFORD CF, X reg, 12 seater Minibus, retrimmed, petrol, white, excellent condition £1,900 — Tel: (0222) 884648/9

114/592/MB

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VAN HOOL ACRON DAF

49 seats, 1983, video, toilet, coffee machine, new MoT. Excellent mechanical condition

£35,000
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VOLVO



VOLVO B58

Full air suspension, semi-automatic, Van Hool Executive. In good condition, re-bodied 1984, MoT until 20 Dec 1991.

£21,000 + VAT ono
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0637 850891 114/706/VO
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6 speed ZF auto Dominant service bus, 53 seats, 23 standees plus pram pen. New MoT. Choice of three.

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All these vehicles are owned from new, are well maintained and in daily use.
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1983 VOLVO B10M PLAXTON 3500

48 recliners, Telma, toilet, TV, video, MoT April 1992

£35,000 + VAT
1980 VOLVO
PLAXTON B58

57 seater, Telma, air overleaf. Seats retrimmed red/yellow. Brown/orange exterior. MoT April 10th '92

£20,000 + VAT
Smiths, Buntingford
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114/255/VO

LATE '88 VOLVO B10M PLAXTON 3500

Toilet, wired for TV/video, coffee machine, 49/53 reclining seats, aircraft lockers, blinds to side windows, driver's bunk, radio/cassette/PA, very clean & tidy, long MoT and tax.

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114/559/VO

1982 B58 12M Dominant IV, 53 recliners, double glazing, Telma, MoT 6/92, low mileage, excellent throughout. **£19,750 + VAT.** Tel: **0272 784907/0761 415456 (evenings).** 114/599/VO

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1983 Volvo B10M Paramount 3500, 4 star spec, 49 recliners, exec, tested till February '92. **£39,950 + VAT**

1982 Bova Europa, 49 seater, toilet, Webasto, new MoT. **£23,950**

1982 Royal Tiger Doyen, new MoT, repaint. **£22,950**

1984 Tiger Berkhof Everest, 49 seater exec. **£39,000**
1973 Leopard, MoT till 3/92. **£2,950**

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1985 MERCEDES, 19 seater plus courier, must be seen, full soft trim, boot, racks, reading lights, curtains and blinds, Mellor conversion, tested Dec '91, taxed August '91, immediate sale. **£10,500**
AEC Plaxton IV, 12 metre, 57 seats, tested till April '92, fully reconditioned engine, six speed ZF, quick sale. **£4,000**

0977 612219
(West Yorks) 114/277/UN

1989 REAR ENGINE DAF DUPLÉ. Disc brakes, 53 recliners, toilet, radio, PA, cassette, curtains, centre carpet, blue/white with grey interior, low mileage. **£59,000 + VAT**

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1985 307D MERCEDES, 12 seater, blue interior. **£4,950 + VAT**

All in immaculate condition, taxed and MoT'd

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114/286/UN

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NEW MERCEDES 609D, 24 seats, full spec power door, lug racks, radio cass. Also 26 Man Door. Stock.

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NEW TRANSIT 14, diesel, 5-speed, luxury, 14 days.
NEW TRANSIT 16, diesel, sliding door, coach seats, luxury. Stock.
NEW TRANSIT 20, power door, plus 4 standees, diesel, 5-speed, choice coach or service seats. 3 weeks.
NEW DAF 400, diesel, 16 PSV, hi-spec. 7 days.
NEW TALBOT 14, wheelchair ramp, diesel.
NEW TALBOT 12, Diesel + driver psv, side door. Stock.
NEW MERCEDES 709D, 27 + ul w/chair lift, 2 weeks.
NEW MERCEDES 410, luxury 16. Stock.
NEW MERCEDES 408, luxury 16. Stock.
NEW MERCEDES 308, luxury 12. Stock.

ALL OPEN TO REASONABLE OFFERS

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90 TALBOT, 14 high roof, side door.
90 TRANSIT, 16, low roof, PSV, diesel.
90 TALBOT TRIAXLE 22 + 7. Low mileage.
Nov 89 TALBOT TRIAXLE TURBO 22 + 7 Dual pvp. seats, low mileage.
89 (G) TRANSIT, 16 power door, coach seats PSV.
89 MERCEDES, 24 coach seats, tables, tested.
89 MERCEDES, 26 coach seat, low mileage.
89 LEYLAND, 16 coach seats, new test.
88 MERCEDES 609D Auto, 24 service, power door.
88 TALBOT TRIAXLE, 22 + 7 standees.
87 (D) F/ROVER DEANS GATE, 16 High back, diesel.
87 (E) TRANSIT, 12 LWB luxury psv.
87 TALBOT 12, diesel, 5-speed.
87 (F) ROVER, Diesel, 16 high back.
86 OPTARE CUB, auto, 33 p'door & standees.
86 (E) IVECO CAETANO, 24 air door, dual purpose.
86 VAN HOOL LEYLAND, 2F, 53 recl, new test.
86 DATSUN DIESEL crew bus, hi/roof, low mileage.
85 FIAT BEJA, 18 coach seats, power door, new test.
85 RENAULT TRAFFIC, 12 petrol, SLD.
85 TALBOT, 12 PSV, petrol.
85 (C) VOLVO ALGARVE, 48, toilet, TV, servery.
85 TRANSIT 16 Di coach seats, testing.
84 DAF JONCKHEERE MB200, Exec 49 + video.
83 TRANSIT 16 petrol, no test £500
83 DODGE R BURGESS, diesel, auto, 17 F door.
82 VOLVO B10M GOLD LINER, large windows, 50 recliners, choice of 2.
82 TRANSIT, 12 LWB, PSV, petrol, O/D. £1000.
82 TRANSIT, 12 diesel, PSV, LWB, tested.
81 DAF 200 Exec, 48 + TV Alpha, new test. Offers.
81 MERCEDES, 207, diesel, PSV, 12 seats.
81 VOLVO B58, 53 large seats, Duple II.
80 (W) VOLVO PLAXTON, 53, 11 metre. Testing.
80 VOLVO CAETANO, 93 retrimmed seats, £7,500, tested.
79 VOLVO SUPREME V, ZF, no test, offers.
79 FORD TURBO Duple II, 35 seats, tested.
79 FORD 53 Plaxton, testing. Offers.
78 BEDFORD, 53, Duple II, tested.
77 LEOPARD DUPLÉ EXPRESS, 49/53, tested.
77 VOLVO PLAXTON VIEWMASTER. Offers.
76 FORD PLAXTON, 53 seats. Offers.
76 BRISTOL, 43, express doors, coach seats.
76 FORD, 45 Plaxton, tested.
76 BEDFORD SPACE CAR, 49 rec, no test. Offers.
75/76 ATLANTIAN ALEX, 76 seat dd.
74/75 LEOPARD, Alexander body, manual gearbox, tested.
75 FORD, 45 seat Plaxton, new test. Offers.
75 VOLVO, 53 seats, Duple I. Offers.

114/5621/UN

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New Mot, 49 seats, P/X considered

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114/552/SB

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1987 VW TURBO OPTARE

25 seat, very good condition

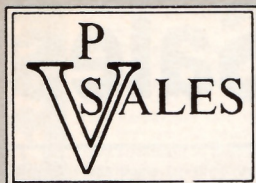
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114/801/VW

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114/585/WA



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1986 D KASSBOHRER SETRA 215 HD, 49 seater, centre sunken toilet, central locking, bunk, fridge, drivers door, choice of two.....**£50,000**

425

1988 DUPLÉ 425 INTEGRAL CUMMINS, 290 manual ZF g/box, Telma, 50 reclining seats, rear sunken toilet, galley, fridge, TV, new test, bunk and double glazing, finished white.....**£50,000**

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1984 LEYLAND DOYEN, semi-auto g/box, 51 reclining seats, radio, PA, new ticket, very clean and tidy**£20,000**

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1982 MERCEDES 303 JONCKHEERE BERMUDA, full rear end kitchen including microwave, fridge, hot & cold, coffee machine, toilet, 32 reclining seats, 8 tables, Webasto, radio and PA, retrimmed, new test**Bargain Price £22,500**

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1989 F 2305 DHS VAN HOOL ALIZEE DH, 51/55 reclining seats, demountable centre sunken toilet, double glazing, Blaupunkt radio, PA/monitor, boiler, driver's fan, Tempo 100**£67,500**

1988 E DAF 2305 DHS VAN HOOL ALIZEE H, 51/55 reclining seats, demountable centre sunken toilet, Blaupunkt radio, PA, monitor, boiler, driver's fan, Tempo 100**£60,000**

1988 E MB 230 CAETANO ALGARVE, 49 reclining seats + courier, centre sunken toilet, radio, PA, interior brown, finished in white, new test**£45,000**

1988 E MB 230 CAETANO ALGARVE, 51 reclining seats + courier, rear sunken toilet, radio and PA, grey interior, finished in white, new test**£45,000**

1988 E MB230 DUPLÉ 3200, 57 seater, fully automatic gearbox, radio + PA, Webasto, immaculate, new test.....**£40,000**

LAG

1987 'E' SB 3000 LAG GALAXY, ABS, Webasto, 49 Vogel reclining seats + courier, central sunken toilet, Blaupunkt radio and PA, low mileage, new test**£40,000**

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1986 D PANORAMIC INTEGRAL 3000, 49 reclining seats, centre sunken toilet, double glazing, bunk, radio, PA, new test, choice of two.....**£42,500**

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1987 D BEDFORD PJK PLAXTON, 29 seater, power door, radio, PA, finished white**£17,500**

MINIBUS

1987 E TOYOTA 6 CYLINDER OPTIMO, 19 seater + courier, radio, PA, white, immaculate**£19,500**

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£22,500



1986 C VOLVO B10M PLAXTON PARAMOUNT 3500

53 reclining seats, double glazing, Webasto, radio, PA, new test, mint. Choice of four

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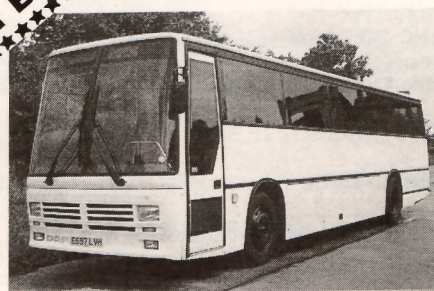


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1986 CAETANO IVECO, 24 seat bus, manual, Telma retarder, choice of 2, new MoTs

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1986 (C) FORD TRANSIT, 16 seat, coach conversion, MoT March '92.

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1984 DAF PP SBR2300 JONCKHEERE, 3 axle, 71 seats, toilet, TV, video, MoT May '91.

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1983 (Y) MAN T813 VAN HOOL ALIZEE, 38 reclining seats, centre toilet, kitchen, continental door, TV, video, new MoT.

1983 PP MAN SK280 VAN HOOL ALICRON, 49 reclining seats, toilet, MoT May '91.

1983 (Y) VOLVO B10M VAN HOOL ALIZEE H. 53 reclining seats, courier, rear continental door, new MoT.

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 1981 Plaxton Supreme, 12 mtr Volvo B58, ZF box, 53 seats, new MoT, repanelled and repainted £18,500
 1979 Plaxton Bedford YMT, long MoT, ready for work £5,500
 1977 PLAXTON SUPREME LEOPARD, S/A, MoT May '92, good condition £3,900
 1976 PLAXTON SUPREME LEOPARD, S/A, MoT May '92, good condition £3,500
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85 B10M GL Van Hool Alizee H, toilet	49 Rec	Choice	£62,850
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81 B58 Duple Dominant II	53 F/S	RHE 992X	£17,500

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88 Tiger 260 ZF Paramount 3500	53 Rec	Choice	£77,500
88 Tiger 260 ZF Paramount 3200	53 Rec	Choice	£74,500
89 Tiger ZF Duple 320 Express	61 F/S	F59 YBO	£64,850
86 Tiger 245 ZF Van Hool Alizee H	53 Rec	Choice	£62,850
86 Royal Tiger Paramount 3500	53 Rec	C759 FMC	£59,850
86 Tiger 245 ZF Paramount 3200 Low Driver	53 Rec	C233 HTX	£55,000
86 Tiger 245 ZF Caetano Algarve LDR, toilet	50 Rec	C357 FVU	£49,850
85 Tiger 245 Hyd Caribbean I, rear door	51 Rec	B717 MPC	£47,500
85 Tiger 245 Hyd Paramount 3500, toilet	48 Rec	B28 OBF	£45,850
87 Tiger Express ZF Duple 320	53 Rec	D148 HML	£45,000
85 Royal Tiger Van Hool Alizee SH, toilet	49 Rec	B384 AMH	£45,000
85 Tiger 245 ZF Paramount 3200	50 Rec	B404 CMC	£44,850
85 Tiger Duple Laser II	53 Rec	C152 NAO	£39,850
85 Tiger 245 ZF Duple Caribbean II, toilet	48 Rec	B150 ACK	£39,850
84 Tiger 245 ZF Paramount 3500, toilet	49 Rec	A133 RMJ	£37,500
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85 YNT Paramount 3200	53 F/S	B621 DDW	£34,500
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